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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

619027

DATE DISTR.

25 May 1954

NO. OF PAGES

3

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

25X1

COUNTRY

East Germany

SUBJECT

Notes on the Railroads

PLACE
ACQUIREDDATE OF
INFO.

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1. [redacted] there was no change in the status of the locomotives parked at Ducherow and Ruednitz. 1 25X1

2. On 10 March [redacted] 20 locomotives and 6 cabooses parked at Ruednitz. The locomotives were well maintained. 1 25X1

3. [redacted] the following railroad coal stocks were available between 22 February and 10 March: 25X1

Date	Locomotive Coal		
	Hard Coal (in tons)	Brown Coal Briquettes (in tons)	Shop Coal (in briquette units)
22 February	76,600	58,100	30,200
25 "	77,400	51,500	29,200
28 "	76,900	49,900	25,700
3 March	77,500	49,100	27,000
6 "	71,300	46,600	26,800
10 "	68,800	55,100	27,600

25X1

2

4. On 11 February, RBD Schwerin ordered that due to the danger of rail breakages a speed limit of 30 km per hour had to be imposed for various sections of the Ludwigslust - Schwerin railroad line. The order mentioned that only three welding teams were available in the railroad district and that for this reason the repair of rail breakages might take a long time. 3

5. According to an order of the East German Ministry of Railroads, all gondola- and X-type flatcars which had been assigned to the pool of reserve cars in the area of the Wittenberge railroad sub-district office had to be put in operational use again. On the other hand, all gondola- and X-type flatcars which had been reconditioned at RAWs after 18 February were to be assigned to the pool of reserve cars and assembled into special reserve trains. 4

6. On 18 February, express train D 39 derailed on the Leipzig-Berlin line shortly beyond Wittenberge. The accident was caused by a rail breakage. 3

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25 YEAR RE-REVIEW

Page Denied

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25X1

-2-

7. In the Halle railroad district, gondola cars which had been assigned to the pool of reserve cars had to be put into operation again. ⁴ On 18 February, express train [] derailed between Wittenberg and Jueterbog and blocked the line for 12 hours. ³ 25X1

8. Since early January 1954, pools of reserve cars have been established in the area of the 4th Railroad Sub-District Berlin. These reserve cars are at the exclusive disposal of the Ministry of Railroads. On 9 February, the following pools of reserve cars had been established:

Seddin	318 boxcars	207 gondola cars	109 flatcars
Potsdam	173 "	-	-
Kirchmoesser	59 "	214 gondola cars	46 flatcars

9. Prior to late February, the following numbers of freight cars were dispatched from Seddin to assembly points for reserve cars:

Assembly Point	Number and Type of Reserve Cars	
Frankfurt/Oder	50 boxcars	
Frederisdorf	200 "	50 gondola cars
Bad Salzungen	50 "	
Grossbehnitz	50 refrigerator cars	
Greifswald	50 boxcars	
Buschhof	100 "	50 SS cars
Wolfen	50 "	
Kirtow	50 "	
Hoppegarten	50 "	
Jackenwalde	50 "	
Fineringswerder	50 SS cars	
Rangschleuse	50 boxcars	
Nehbruecke	50 gondola cars	
Malsleben	50 "	

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10. In early February, source observed that 60 RRym cars were parked as a reserve at Biesenthal. ⁴

11. Effective 1 March, the following new check points for freight traffic were established:

On the Berlin outer freight ring: Schoensweide
Kumwelsburg
Lichtenberg
Pankow

On the Wilhelmsruh-Basdorf line: Schildow

The following check points were de-activated:

Ludwigsfelde
Zossen
Koenigswusterhausen
Erkner
Hoppegarten
Bernau
Biesdorf

The Ahrensfelde, Staaken and Seddin check points will continue for the control of freight traffic between the Eastern and Western sectors of Berlin. ⁵

1. [] Comment. These data confirm locomotive [] at Ruednitz and [] at Ducherow. 25X1

2. [] Comment. Expressed in briquette units, railroad coal stocks available on 10 March 1954 for locomotives represented 158,300 tons. According to the daily consumption quota of 23,300 tons valid for February, these coal stocks represent 6.8 days' requirements. Coal stocks available on 1 March represented 7.3 days' requirements. []. This shows that railroad coal stocks continued to decrease. 25X1

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[REDACTED] 25X1

3. [REDACTED] Comment. Between 1 January and 30 September 1953, a total of 4,204 rail
breakages occurred on the East German railroad net. [REDACTED] 25X1
4. [REDACTED] Comment. Orders have been given that a reserve pool of 10,000 freight cars
be established by 31 August 1954. [REDACTED] The shortage of
freight cars frequently necessitates the use of cars from the reserve pool. 25X1
5. [REDACTED] Comment. The map showing the railroad chart points around Berlin is to
be corrected accordingly. [REDACTED] 25X1

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